



US Army Corps  
of Engineers®



## Milwaukee Harbor, WI

### Harbor Features

- Located on the west shore of Lake Michigan about 85 miles north of Chicago, IL.
- Authorization: River & Harbor Acts of 30 Aug 1935, 2 Mar 1945, 14 Jul 1960, 23 Oct 1962.
- Deep draft commercial harbor.
- Project depths – 30 feet in the approach channel, 28 feet in the entrance channel, 27 feet in a major portion of the south basin, 21 feet in the north basin.
- The project also provides for river channels with a depth of 27 feet in the Kinnickinnic and Milwaukee Rivers, lakeward of the first railway bridges on each river, a depth of 21 feet on the Menominee River to 25<sup>th</sup> Street, the South Menominee Canal to 13<sup>th</sup> Street, and Burnham Canal to 11<sup>th</sup> Street.
- 92<sup>nd</sup> leading U.S. port with 3.8M tons of material shipped or received in 2005.
- Ranked 23<sup>rd</sup> among the Great Lakes Harbors in 2005.
- Over 21,000 feet of structures including breakwaters, piers and revetments.
- The Milwaukee Confined Disposal Facility is located within the harbor in the southwest corner.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Ace World Wide, Canadian Pacific Railway, Cargill Salt, Charter Wire, CP Railway, Edward E. Gillen Co., Federal Marine Terminals, Inc., International Longshoremen's Assoc., Jacobus Co., Lafarge Corporation, Milwaukee Bulk Terminals, Lake Express Ferry Service, Milwaukee Intermodal Terminal, Milwaukee World Festivals, North American Salt Co., RSI Logistics, St. Mary's Cement, Support Terminal Services, U.S. Navy, Union Pacific Railroad Company, Valero Inc., We Energies, and Wisconsin Lake Schooner.



### Project Needs

- Dredging is completed on a 3 to 4 year cycle and the harbor is currently in need of critical dredging.
- Navigation structures are primarily maintained by Government floating plant, and it is anticipated that one section of the breakwater will require major reconstruction.
- A Dredge Material Management Plan needs to be completed to document additional capacity needs in the CDF to support a combined Legacy Act project with the EPA and Port of Milwaukee.

### Consequences of Not Maintaining the Project

- Significant loss of jobs both locally and regionally.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$900,000 and \$2,200,000 annually.

**Transportation Importance**

- Major receiving and shipping port on the Great Lakes.
- Commodities include non-metal minerals, coal, corn, soybeans, peas, cement and concrete, sand and gravel, and manufactured goods.
- Transportation hub for car ferry service crossing Lake Michigan and a new terminal for cruise ships.

- The port generates revenues of \$80M annually and directly supports 1,000 jobs.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2007, 2008 and 2009  
Milwaukee Harbor, WI - Project Needs and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY07 Need</b>	<b>FY07 Work Plan</b>	<b>FY08 Need</b>	<b>FY08 Budget</b>	<b>FY09 Need</b>	<b>FY09 Budget*</b>
Project Condition Surveys	176	176	179	179	188	
Maintenance Dredging – Primary Work Package	770	981	840	840	0	
Maintenance Dredging –Backlog Work Package						
CDF Expansion	216	0	3,000	0	3,425	
Repair North Breakwater - by Govt. Floating Plant	490	0	500	500	0	
Repair North Detached Breakwater Section D – by Contract					2,000	
Repair Stub Pier Stone – by Govt. Floating Plant					650	
Design of Breakwater Repairs	0	0	350	0	350	
<b>TOTALS</b>	<b>1,652</b>	<b>1,157</b>	<b>4,869</b>	<b>1,519</b>	<b>6,613</b>	

\* FY09 President's Budget will be available in February 2008